

Jones Mine
Scofield
Carbon County
Utah

HAER No. UT-43

HAER
UTAH,
4-SCOF,
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
Rocky Mountain Regional Office
National Park Service
U. S. Department of the Interior
P. O. Box 25287
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD

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Jones Mine

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Location: Scofield, Carbon County, Utah
SW/NW/SW 1/4 Section 33, Township 12 South, Range 7
East
Quad: Scofield

Date of Construction: Primary construction of the mine complex was in 1952.
The mine was probably opened previously in the 1930s
as a truck and wagon mine with little surface evidence
of mining activity.

Present Owner: Evangelos George Telonis

Present Use: Not in use

Significance: The Jones Mine is significant as par of the mining
district around Scofield. It may have importance as
an example of the truck and wagon mines of the first
half of the 20th century.

Historian: John A. Senulis
Senco-Phenix
Salt Lake City, Utah

I. HISTORY

Coal has always been an important commodity in Utah. Brigham Young extolled the value of coal over wood and wrote to the New York Herald in the 1870s, soliciting capital for its removal and use in manufacturing. In 1854, the Territorial Legislature offered a reward of \$1,000 for anyone locating abundant sources of coal that could be shipped to Salt Lake City (Utah Mining Association: 1955). Coal was first discovered in Coalville in 1849. James Gunnison, on an exploratory mapping mission for the U. S. Corps of Topographical Engineers, discovered coal in Castle Valley (Doelling and Smith: 1982).

Even though coal was readily available, it was very difficult to transport to populated Salt Lake City. Packing by mule or by wagon, when roads were available, was a costly and time-consuming effort. The Fairview Coke and Coal Company opened a seam in Huntington Canyon in 1874, but poor transportation facilities caused the company's failure in 1878 (Doelling and Smith: 1982).

The true development of the coal industry in Utah coincides with the development of the railroad industry. In 1870, the Union Pacific Railroad, in need of coal for operation, opened mines in Green River and Rock Springs, Wyoming, and in 1884 in Coalville, Utah. The Union Pacific Railroad, which generally followed the route of modern-day Interstates 80 and 84 into Ogden, Utah, had easy access from its mines to the urban market to Salt Lake Valley. With a competing railroad from other coal sources, this created an immediate monopoly on the coal supply for Salt Lake City, which persisted for a decade (Union Pacific Coal Company: 1940).

Pleasant Valley, in central Utah where the Jones Mine is located, was the scene of some early and ambitious coal development undertakings in the 1870s. Coal was first discovered in a canyon at the southern end of the valley in 1875. John Nelson and Abram Taylor supposedly spent the winter of 1875-1876 in this canyon to protect the claim, hence, the name Winter Quarters (Zehnder, 1984).

In 1876, the Pleasant Valley Coal Company was founded by Milan Packard and Myron Crandall, who began work in Winter Quarters that same year (Zehnder, 1984). As with the Fairview Company, transportation was their biggest problem. Coal was taken by wagon to Springville and Provo, where it sold for four to five dollars a ton. The round trip took four days and could not be made in the winter (Denver and Rio Grande Western Magazine, 1926). In 1879, Springville merchants and the residents of Pleasant Valley obtained a large supply of dry goods from a bankrupt eastern company. They used these dry goods in lieu

of cash to finance the construction of a narrow gauge rail road from Tucker in Spanish Fork Canyon to Pleasant Valley. The road was called the "Calico Road" (Denver and Rio Grande Western Magazine, 1926).

In an attempt to break the coal monopoly held in Salt Lake City by the Union Pacific, the Denver and Rio Grande Western Railroad began a line from Denver to Salt Lake City. Originally scheduled to run through Castle Valley and Salina Canyon, the company revised the route of the railroad to take advantage of the coal resources of the Wasatch Plateau (McElprang et al, 1949). During the time the main line was under construction, the Denver and Rio Grande Western built a narrow gauge line up Fish Creek Canyon from Colton, a small junction on the main line, to Pleasant Valley that had double the capacity of the Calico Road. The main line was completed in 1882, the same year that Winter Quarters Mine was acquired by Utah Fuels, a subsidiary of the Denver and Rio Grande. The route from Colton was upgraded to standard size in 1884.

While Union Pacific was concentrating on developing its Wyoming coal resources, Utah Fuels acquired the Sunnyside and Castlegate Mines, thereby gaining the monopoly once held by Union Pacific. In 1900, Utah Fuels was the leading producer of coal in Utah, and Carbon County was clearly the center of production (Alexander, 1963).

The period of 1879-1880 witnesses a flurry of development in Pleasant Valley, with the railroad and mining activities sharing center stage with a number of immigrants who came to Pleasant Valley for the lush grazing pastures. The town of Scofield, at the southern end of the valley, was founded at this time.

In an attempt to gain back some of the business lost to the Denver and Rio Grande, the Union Pacific Coal Company bought the Pleasant Valley Mine on the east side of Pleasant Valley from the Utah Central Coal Company in 1890. The Union Pacific found that hauling the coal from the new mine, renamed the Union Pacific No. 1, to be an expensive proposition, as they had to use the Denver and Rio Grande Western Railroad. The excessive costs kept production down to 600 tons of screened coal per day (Union Pacific History, 1940). The company leased its interest to the Scofield Coal Company in 1917.

Pleasant Valley was rocked with disaster on May 1, 1900, when an explosion and fire occurred in the No. 4 Entry of the Winter Quarters mine. Two hundred miners lost their lives in what was probably a preventable accident (Dilley, 1901). The tragedy had a profound effect upon Pleasant Valley and the surrounding area. Much has been written on the disaster, and the mine owner, Utah Fuels Company, even commissioned a book on the subject (Dilley, 1901).

Because of its more open location, Scofield became the main center of population, and the first public school was located there in 1901. As with all coal areas, Scofield had its economic ups and downs. The boom caused by the stimulus of World War I was followed by the decline of the 1920s, which saw the closing of the Winter Quarters in 1928. The introduction of natural gas to Utah in 1929 caused great competition for the coal industry, as natural gas gained in use in both commercial and domestic applications. The following decade of the Depression saw only further decline.

During the Depression, small mining operations known as "truck and wagon mines" became prominent. The name "truck and wagon" referred to mines that had very little surface evidence of use. Miners would fill individual orders for certain amounts of coal without going through the formal processes of opening a mine; therefore, royalties and owner fees could be avoided (Heiner, 1986). A variation on this theme would be to obtain the rights to a mine, to take a mortgage on the coal, to mine what was needed for a profit, and then cease payments to the bank. The miner profitted from the unused mortgage money because the mine was never developed, and also profitted from the coal he took out by the truck and wagon method. World War II saw a renewed interest in coal production, because large amounts of energy were needed to mobilize an industrial country at war. Scofield did not profit from this boom as much as the Clear Creek mines because the Scofield coal deposits were of inferior quality. The Korean War era brought new interest to the Scofield area and witnessed the major period of activity at the Jones Mine. During this time, the surface owner of the property was the Jones family.

The Jones Mine

The exact origin of the Jones Mine are obscure as is the exact source of the Jones Mine name. A former superintendent of the Winter Quarters Mine, Stan Harvey, believes that the site may have been worked in the late 1920s by E. K. Olsen. Another mine promoter, Claude Heiner, believes Olsen worked in the Kinney and Blue Seal mines to the north. Spieker (1931) did not show a mine at the Jones Mine site, but did show the Kinney and Blue Seal mined $3/4$ of a mile north of the Jones Mine site, as a result of his fieldwork in 1923. Most likely, the Jones Mine is of a later date. The only actual reference is Doelling (1972) who, on his maps and in his text, refers to the Jones Mine as abandoned in the location that is discussed in this history. Doelling indicates no dates or references and discusses only problematic opinions on its use.

The known history of the Jones Mine begins in 1952, when John Marshall and Dan McAlpine began working the mine in hopes of tapping into the

beds of the Union Pacific Mine to the south. In 1952, when they opened the mine, the drift extended less than 500 feet, and had all the appearances of a truck and wagon mine. It is possible, and indeed likely, that an obscure reference to the Jones brothers of Western Fuel removing 4,048 tons of coal in 1948-1949 could be both the date of opening and the source of the name (Heiner, 1986). The name is further clouded by another Jones family that acquired surface rights to much of the area in 1942 (Carbon County Clerk's Office, 1986).

What is certain is that Marshall and McAlpine did most of the construction at the mine. They began to extend the mine, constructed the angle drift for the air return and nearly reached the beds of the old Union Pacific Mine. They are also responsible for the two hoppers and the frame building on the site (Heiner, 1986).

The thirty-foot thick beds of the old Union Pacific No. 1 mine were not to be found to the north. The seam splits with layers of sandstone and shale (Spieker, 1931). The mine was abandoned in 1957 because the seam split into three divergent layers with the Jones Mine in the lower seam. This reduced considerably the amount of accessible coal. Another cause for abandonment was the fear of hitting the old Union Pacific Mine seam which was believed to be on fire (Heiner, 1986).

There was no further activity at the Jones Mine, although when the Columbine Mine opened to the north in 1960, there was some thought of using the Jones Mine for its air return drift. These plans were materialized, and the Columbine Mine was closed in 1970 because it could not meet the new standards of the Federal Mine Safety Act. This brought to an end significant mining activity in the area immediately east of Scofield.

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DESCRIPTION OF FEATURES
AT THE JONES MINE SITE
SCOFIELD, UTAH

General Information

I Sources

The material used in the feature descriptions was taken from the following data sources:

1. Notes and dimensions taken by Allen D. Roberts during on-site investigation conducted on June 27, 1986.
2. Photographs taken by John A. Senulis during on-site investigation conducted on June 27, 1986.
3. Site descriptions prepared by Utah Department of Natural Resources, Division of Oil, Gas and Mining.
4. Topographical map entitled Scofield Mine Reclamation Project, prepared by Dames and Moore, Salt Lake City, for the Division of Oil, Gas and Mining.
5. Sheets of measured architectural features prepared by Allen D. Roberts during the month of July 1986.

II. Format

Each of the five features has been described, using a four-step process as follows:

- A. Probable use (or name).
- B. Construction material.
- C. Dimensions.
- D. Additional information.

Feature Descriptions

Feature No. 1

- A. Entry portal.
- B. Stone and timber framing with metal corrugated roof. The portal is collapsed and the collapsed material forms a berm, blocking access.

- C. The entry portal is approximately 8 feet wide and 3 feet high, opening into a large cavernous room, off of which are two drifts.
- D. The portal was for a one-entry coal mine.

Feature No. 2

- A. Ventilation portal.
- B. Masonry construction with a concrete reinforced fan opening.
- C. The masonry structure is approximately 10 feet wide, 20 feet long and 7 feet high.
- D. The structure has evidence of subsidence damage to the east.

Feature No. 3

- A. Wood-frame building, possibly a control house.
- B. Building is constructed of wood frame with wooden floor and tin roof. Evidence of plaster and lathe interior finish.
- C. Building is approximately 10 feet long, 10 feet high, and 10 feet long.
- D. Possible control center associated with hopper structures No. 4.

Feature No. 4

- A. Metal clad hopper.
- B. Hopper is constructed of wood with steel I-beam reinforcement.
- C. Hopper is approximately 10 feet wide, 15 feet long, and 15 feet high.
- D. Hopper is probably at the end of conveyor line from the main portal of feature No. 1.

Feature No. 5

- A. Large wooden hopper.
- B. The hopper is constructed of wood with a timber framing and is held above by a series of timber columns established in concrete footings.
- C. The hopper is approximately 50 feet long, 15 feet high and 15 feet wide. It is supported approximately 12 feet above grade by 12-inch timbers.
- D. The hopper is leaning towards the west and is kept from collapsing by two 1/2-inch metal cables.